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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT HOME
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription paid in advance, \$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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THE MIGHTY ENERGISER
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The Power of Beef is in
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HONGKONG, FRIDAY, SEPTEMBER 30TH, 1910.

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號十三月九日一千九百一十九年九月三十日

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FIVE YEARS'

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NEW MODELS FOR 1910.

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[434-2]

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Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
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[434-2]

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Hongkong, 29th April, 1908.

[4728]

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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SPECIAL CARS by arrangement at the
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Hongkong, 1st April, 1909.

[476]

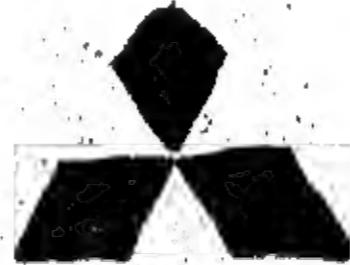
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ROASTED AND GROUND ON OUR
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In 1/2 lb. and 1 lb. Tins.

[346]



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Length at Breadth at Entrance Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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Length of Ship taken in	460 Feet.
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The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

P. & O. STEAM NAVIGATION CO.

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(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT
MARSEILLES APRIL 15TH.
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1ST SALOON £71.10 SINGLE; £106.14 RETURN.

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1001

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CRICKET BOOTS, BELTS AND MITTLERS.

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[422]

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WINE & SPIRIT MERCHANTS.

[30]

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Many Inventions.
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Actions and Reactions.
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From Sea to Sea, 2 Volumes.

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New Supply of this Machine
Just Arrived.

COMMERCIAL MANILA ENVELOPES
per 1,000 \$2.00

New Stock Just Arrived.

SINGER FOUNTAIN PEN
(Self-filling) \$5.00

SINGER STYLOGRAPHIC PEN
(Self-filling) \$3.50

TYPEWRITER RIBBONS \$2.25

To Suit any Machine.

[27]

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ZEISS and ROSS LENSES, PREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
ACCESSORIES.

AT MODERATE PRICES.
DEVELOPING AND PRINTING A SPECIALTY.

[910]

INTIMATIONS

BOXING!

AT THE

CITY HALL.

TO-MORROW (SATURDAY), 1st Oct., 1910.

MAIN EVENT:

BILL LEWIS v. ROY KINNEY,

25 Three Minute Rounds

for a Purse of \$1,000.

4 Preliminaries.

Bookings and Plans at ROBINSON PIANO
CO., LTD.

PROMOTER, R. H. WHITAKER,
Hongkong, 24th September, 1910. [1107]

SPECIAL SALE OF WORK
IN AID OF
THE ORPHANS AND THE HOME FOR
THE DESTITUTE.

THE SUPERIORITIES and SISTERS of
the ITALIAN CONVENT have the
honour to announce that their Annual Sale of
Needlework, comprising Ladies' and Children's
Dresses, Embroideries, Table Covers, Handker-
chiefs and a variety of articles suitable for
presents, will be held at the Convent on the 1st,
3rd, and 4th October next, commencing each
day at 10 a.m.

The Superiorities and Sisters beg to solicit the
patronage of a generous community to aid the
work of providing for the maintenance of the
large number of Orphans at the Convent and
its only branch, and the helpless. Aged
and Infirm in the Home of the Destitute at
Wanchai.

ITALIAN CONVENT,
23, Caine Road.
Hongkong, 23rd September, 1910. [1117]

AN ENTERTAINMENT

Will be held

AT THE

CITY HALL.

On SATURDAY, 15TH, AND MONDAY,
17TH OCTOBER.

Seats may be Booked at the ROBINSON
PIANO CO., on and after MONDAY, 3rd

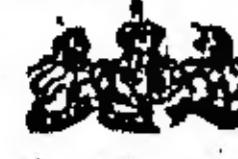
OCTOBER.
Hongkong, 27th September, 1910. [1095]

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NORTH BRITISH AND MERCAN-

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INTIMATION.



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LIMITED,
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

BRANDY:

	Per Dozen
A—SUPERIOR PALE, Red Capsule	22
B—SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY***	30
BOUTELLAU'S CHAM- PAGNE LIQUEUR...	40

	Per Dozen
FINE PALE COGNAC (Marie Briard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Briard & Roger's)	64.80
VERY FINE LIQUEUR (Marie Briard & Roger's)	100.00

Note—For Hongkong the above
be increased by the amount of duty payable
\$7.20 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

[25]

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Only communications relating to the news
lives should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
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No anonymous signed communications that
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BIRTH.
On the 18th September, at Cheloo, the wife
of ALAN WILSON, Chinese Customs Service,
of a daughter. [125]

HONGKONG OFFICE: 10A, DES VEGUY ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1910.

It has probably not surprised the British
public that LORD CHARLES BERESFORD
has come to the fore again with a
demand that the Government shall lay
down twelve Dreadnoughts next year,
instead of five, and that a loan should
be raised for Naval purposes. For some
months past the Imperial Maritime League,
"founded to secure the maintenance of
British sea power," has been advocating a
movement to obtain Parliamentary sanction
to a loan of £100,000,000 (a hundred
million pounds sterling) for National De-
fence. The League has canvassed Officers
of Flag and General rank, and according to
the latest information 357 of them have
endorsed the appeal. More recently the Navy
League, which at first apparently would have
nothing to do with the scheme of its
off-shoot, has now been educated up to the
point of declaring a naval loan to be necessary.
"The truth is," says the official
organ of the League, "the two-Power
standard can no longer apply. More is
required. In view of the expansion of
other navies, another standard is necessary,
and it must be established without any
offence to Germany." This remarkable
leading article then goes on to say: "A
short Naval Defence Act, provided for, per-

The British cruisers *Minotaur* and *Monmouth*
were expected at Yokohama on September 21st.
Notwithstanding the typhoon signals, the
American Pacific Squadron left Hongkong
yesterday for Manila.

The birthday of Confucius is being celebrated
to-day. This is the meaning of the display
of dragon-flags in the principal Chinese
streets of Hongkong. A great gathering in
honour of the Sage takes place at the Taiping
Theatre to-day.

Lady Mody, Mr. and Mrs. Dady (son-in-law
and daughter of Sir H. N. Mody) and party
visited the Seamen's Institute on Wednesday
afternoon. They were received at the gate by
Mrs. W. E. Molson, who conducted them over
the premises. They expressed great satisfaction
with all they saw and especially complimented
Mrs. Molson on the good order in
which the premises were kept.

We are informed that the *Tea Yen Maru*
grounded near Kintooa light ship on Monday,
the 26th, at 4.30 p.m., and was floated on Tuesday
at 3.00 p.m. No damage whatever occurred.
She left Shanghai on Wednesday at 5 p.m.

A Chinese appeared before Mr. J. H. Wood
at the Magistracy yesterday charged with
behaving in a disorderly manner on a steamer.
The defendant refused to make room on a seat
for other passengers, and became noisy when
requested to do so. His Worship imposed a
fine of 35.

The case in which a native was charged with
keeping an opium divan at No. 1, Fuk Hing
Lane, Wan Chai, and 37 others with smoking
therein, concluded before Mr. E. R. Hallifax at
the Magistracy yesterday, when Mr. H. L.
Denny, from the office of the Crown Solicitor,
appeared to prosecute. According to evidence
formerly adduced, the defendants were in the
habit of taking their opium to this house,
smoking it, and leaving the dross in payment
for the use of the divan. Mr. J. H. Gardiner,
who represented the defendants, raised the
defense that dross was not equivalent to a fee.
His Worship reserved his decision.

Herr Dernburg and his party arrived at Kobe
on the 16th instant and afterwards went
cruising through the Inland Sea on a yacht.
The party arrived at Takamatsu from Kobe on
the 18th instant, and visited Kuribayashi Park
and the Kotohira shrine. They spent the night
on the yacht at Tadotsu, which place they were
to leave on Monday morning (19th instant) for
Miyanjima and Onomichi. It is understood that
Herr Dernburg will leave Japan on the conclusion
of the Miyanjima trip. According to his
itinerary he is due at Seoul on the 24th instant,
at Mukden on the 29th, and at Dairen on the
3rd proximo. On November 16th he leaves
Hongkong for further visits to Tsingtao,
Peking, and Shanghai en route to Europe.

SUPREME COURT.
Thursday, September 29th.
IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

A SHIPPING CLAIM.

The Kung Ching Hsing firm brought an action
against the Wong U San firm and the
Wing Loo Kung See for \$103 in subsidiary
coinage, being the amount deposited with
defendants as security for conveying a freight of
firewood belonging to the plaintiffs.

Mr. Davidson, for the defendant, asked for
an adjournment as he was not ready to proceed.
He was prepared to pay the costs of the day.
Mr. Goldring, for the plaintiffs, opposed the
application, and said that the case had been
fixed for the 19th August and his client had had
plenty of time to get ready. He did not want to
appear ungracious, but although it was
doubt it meant a great deal to his client. At the
same time he would not object on the terms
mentioned to a short adjournment. The question
his Lordship would have to decide would
be whether the plaintiff agreed to ship by a
certain boat or whether they merely paid this as
a deposit for future freight.

The hearing was fixed for Saturday, October
15th.

BIG THEFT OF PEARLS.

On June 19th a Chinese seaman of the river
steamer *Fatshan* was asked by his father, who
has a large shop in Canton, to bring six pearls
valued at \$2,100 to Hongkong, with a view to
offering them for sale. On board the ship
he asked a fellow seaman to lock them up in
his box until arrival here. The second
man complied, but as soon as the vessel reached
the wharf here he decamped with the pearls
and pawned them for \$620. With this
amount he proceeded to Macao to woo fortune
on the fanta tables, but luck was against him,
and when he had lost all his money he returned
to Hongkong. Subsequently he was arrested,
and on appearing before Mr. J. H. Wood at the
Magistracy yesterday he admitted the offence.
His Worship sentenced the defendant to six
months' imprisonment with hard labour.

A CHARGE OF KIDNAPING.

An application for the surrender to China of
a native named Leung Ya Chan on a charge of
kidnapping was made to Mr. E. R. Hallifax at
the Magistracy yesterday by Mr. H. L. Denny,
from the Crown Solicitor's office. Extradition
was sought on the ground that the defendant,
with a number of other men, kidnapped eighteen
schoolboys from a Chinese village, removed
them to Colowan, and held them for a ransom
of \$50,000.

Mr. J. H. Gardiner, for the defendant, applied
for a further remand. The defendant's mother
had gone to Macao to try to get witnesses.

Mr. Denny objected.

His Worship—There is a limit to length of
time.

Mr. Gardiner—I am assured that the defendant
can get witnesses.

His Worship—I will allow you one more
week, but it must be understood that this is the
final remand.

THE TYPHOON.

Considerable anxiety was felt yesterday when
the black drum indicated that a typhoon was
within 300 miles of the Colony, and as usual
in the circumstances business on the harbour
was dislocated. The smaller craft had mostly
run to shelter and the larger vessels prepared
for the worst. On shore the usual precautions
were not neglected.

The American Consulate-General received
the following telegram from the Manila
Observatory:—Manila, September 29th, 8.45
a.m.—Cyclone or typhoon west of Balintang
Channel moving west.

TELEGRAMS.

[Postaled by the Telegraph Message
Copyright Ordinance, 1894.]

[AMERICAN SERVICE TO THE HONGKONG
DAILY PRESS.]

AMERICAN POLITICS.

THE REPUBLICAN PLATFORM.

LONDON, September 29th.

The platform adopted by the Republican
Convention at Saratoga declares relentless warfare against
official and legislative wrong-doing, and commands enthusiastically the
administration of President Taft. It
praises the new tariff which has reduced
the average duties 11 per cent, and declares that the higher cost of
living is only a local reflection of a
world-wide tendency not due to the
tariff.

SERIOUS RIOTS IN BERLIN.

POLICE CHARGE THE MOB WITH
SABRES.

LONDON, September 29th.
Serious riots have occurred at Berlin
consequent upon a strike of coal
porters, who were aided by mobs of
sympathisers.

Last night the police used their
sabres and the thoroughfare along
which the mob retreated was strewn
with wounded men.

Many seriously wounded were con-
veyed to hospital.

One policeman and one civilian
died of the injuries they received.

Four British newspaper correspondents,
including Reuter's, were
wantonly attacked by the police with
their sabres and injured.

An official statement issued yester-
day morning declares that the mobs
are directed by leaders experienced in
street fighting, and instructed the
police to take more rigorous action.

THE PORTSMOUTH ESPIONAGE
CASE.

HEAVY BAIL.

LONDON, September 29th.
The German subaltern named
Helm, who is charged with espionage
at Portsmouth, has been committed
for trial.

The Bench consented to allow
bail, prisoner himself in £1,000 and
two Englishmen £500 each.

Meanwhile the prisoner has been
remanded to Winchester Gaol.

THE CRISIS IN THE COTTON
TRADE.

LONDON, September 29th.
The crisis in the cotton industry is
regarded as acute.

The Secretary of the Amalgamated
Society of Card-room Operatives has
replied to the employers that the
Society is prepared to accede to the
request for the re-starting of the
Fern Mill on condition that the
dismissed operative is reinstated.

The Masters' Federation has decided
that they are unable to make any
further concession. The lock-out
must proceed.

THE NEAR EASTERN
QUESTION.

LONDON, September 28th.
The forthcoming meeting at Turin
of Sr. San Giuliano, the Italian
Foreign Secretary, and Baron Aehren-
thal, Austrian Foreign Secretary, is
watched with especial interest in view
of the Near Eastern Question and
Italian aloofness from recent international
combinations.

The official timekeeper at the interport
swimming contest has written to our Shanghai
morning contemporary to say that Mr. T.
Logan's time for 440 yards was correctly given
as 5 m. 51 sec. The British record for the
distance is 5 min. 26 sec.

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Hongkong Legislative
Council was held yesterday in the Council
Chamber.

The following were present:—

His Excellency the Officer Adminis-
tering the Government, Hon. Sir F. H.
May, K.C.M.G.

Hon. Mr. A. M. THOMSON (Colonial Secre-
tary).

Hon. Mr. W. REES DAVIDS, K.C. (Attorney-
General).

Hon. Mr. C. MOL. MESSEY (Colonial Treas-
urer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of
Public Works).

Hon. Mr. F. J. BADELEY (Capt. Superinten-
dent of Police).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Mr. W. YUK, C.M.G.

Hon. Mr. E. A. HEWETT.

Hon. Mr. MURRAY STEWART.

Hon. Mr. E. OSBORNE.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read
and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of
His Excellency the Governor, laid on the table
Financial Minutes (Nos. 77 to 82), and moved
that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and
the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of
His Excellency the Governor, laid on the table
the report of the Finance Committee (No. 12),
and moved its adoption.

The COLONIAL TREASURER seconded, and
the motion was agreed to.

THE ESTIMATES.

The COLONIAL SECRETARY moved the second
reading of the Bill entitled, "An Ordinance to
apply a sum not exceeding six million and forty-
two thousand five hundred and forty-thousand
to the service of the year 1911."

an ordinary question put to him. The increase in the Educational vote will not be objected to by any one, while that on the Volunteers will, I most sincerely trust, bear good fruit and result in encouraging the younger members of our community in the performance of their duty to the State. I do not on this occasion intend to refer fully to my old friend—and enemy—the military contribution, beyond asking if having gratefully accepted the sum the Imperial Government has thrown to us in the form of £9,000 for compensation for loss on opium revenue, we have to refund them a fifth of this sum. If so, this would indeed be giving with one hand and taking away with the other. The Military Contribution is estimated at £6,713,883, while according to the summary on page 5 no entry is made for compensation for loss of revenue on opium. If this is granted for 1911, will the Military Contribution be levied on the ground that this forms part of our gross revenue? We are still in ignorance as to the exact amount of the Military Contribution to be paid for 1910. The next section of accounts to deal with is the Public Works Department, and seeing it is proposed to spend some \$1,850,000, or nearly 25 per cent. of our total revenue on it, there are naturally several items which must be referred to. These figures are exclusive of the Railway, with which I will deal separately. Your Excellency made reference to certain of the public works now in hand, or shortly to be undertaken, but was strangely silent as to other and far more important undertakings in which we have in the past evinced special interest. We would like to have had some information as to when we might reasonably expect to see the Law Courts and Post Office completed and in occupation, and also whether further grants will be required for them. We consider the community is entitled to the fullest possible information on such points. In round figures the original estimate for the Law Courts, which have already been some 11 years in building, was four lacs of dollars; up to the end of the year they will have cost seven lacs and a half, and for next year we are asked to vote another half lac, thus increasing the original estimate by 100 per cent. The case of the Post Office is equally unsatisfactory. Commenced some 9 or 10 years ago, it was originally estimated at five lacs; by 31st December next we will have spent eight, and a quarter lac, and next year another lac, an increase of nearly 90 per cent. on the first estimate. We have no assurance that even these increased sums will complete the buildings, nor that they will be finished by 31st December, 1911. The officials responsible for the work have been silent and we do not therefore know what is taking place, and consequently it does not appear to be out of order if I refer to current rumour. We hear that owing, we understand, to sufficiently detailed working plans not having been prepared the final constructions of the Post Office have been much delayed and consequently considerably increased. Whatever truth there may be in these, and other reports of similar nature which are common in the Colony, the fact remains that the work has not progressed as we had a right to expect after the statements made by his Excellency and the Director of Public Works last October. For weeks, I may say for months, those who were unfortunate enough to try to sleep or work within a certain distance of the Post Office found it practically impossible to do so. From daylight to dark, seven days in the week, coolies were engaged in cutting and re-fitting, by hand, the numberless steel girders which were to support the roof and which presumably had been brought from Home in accordance with orders from Hongkong. When this extra work was completed, what is the result? The roofing of the brick and granite structure which, to quote the honourable member opposite, was to have been "a credit to the Colony" was proceeded with, with the result apparently that no two gables are on the same level, while the lines of the roof show such an entire want of symmetry as to destroy the good architectural effect which such a building should present. Instead of completing the building as originally designed with dressed granite, a couple of miserable little plaster and stucco pepper-pot erections finish off the eastern corners of what should have been one of the finest buildings in Hongkong. If my honourable friend opposite replies to these remarks, may I express the hope that he will not repeat those worn out old fairy tales with which in the past it has been attempted to lul, with their soporific effect, the uncritical critics into silence and forgetfulness. Rather that we will for once be favoured with a straightforward statement as to how matters really stand. More particularly, has the roof been satisfactorily constructed in accordance with the plans as passed by the Public Works Committee? or if an alteration has been made, of what does this consist and what was the reason for the alteration? I would once more beg to remind the honourable member that the wisdom of the ancients might well have been noted up to. The question put 2,000 years ago is still a pertinent one. Would any sane business man settle down to build a house without first counting the cost? No one who had not the full credit of the Colony at his back could build as does the Public Works Department. A firm or private individual who attempted to do so would infallibly reach the Bankruptcy Court. The unfeeling would further be glad to have heard more concerning the Mongkoktau refugee. It is four years since our harbour was devastated by a typhoon, and we would like to know more details as to this important work and when it is likely to be completed. Your Excellency made a passing reference to the Royal Square. We hope those little wooden specimens in the corner of the enclosure do not represent the kind of railing it is proposed to erect. A sufficiently high railing to keep the simple children and other trespassers off the ground must be set up if the place is ever to be kept in good order, and the Government could do no better than copy the handsome stone and iron work surrounding the other two blocks. The question of placing a railing in front of the four Royal statues should also be considered, if these are to be kept clean and in decent order. The Kowloon waterworks, originally estimated at \$35,000, have now cost \$124,000 an increase of nearly 50 per cent. Will the \$12,000 asked for next year finish the work? We should also be glad if your Excellency could inform us whether the public will be accorded an opportunity of seeing the designs of the proposed new statue pier before the work is commenced, as we tried to be saved a replica of a terrible-looking object as Bla Pier now presents. There is only one matter to which I will refer, the Kowloon Railway. Here again is a question concerning which we would like to have had further information. Again, an estimate of eight millions has swelled up to date being nearly twelve million dollars. We would like to be informed how and from whom, the material was purchased. In the open market and at cheapest prices compatible with good material? Has any delay in opening the line been caused by delay in the arrival of the rolling stock, and if so will the loss thus incurred be made good by those responsible? Touching the

workshops, which have not yet been set up, it seems on further consideration a most point whether a railway of only some 22 miles is justified in incurring the heavy capital expenditure and the heavy annual cost of running its own workshops. The greater part of the year the staff and machines must be idle or very inefficiently employed. We have two thoroughly well appointed docksides, in addition to the Naval yard, each fitted with up-to-date machinery and a highly qualified staff. Why should not the Government effect the great saving which must result by abandoning the proposal of having their own workshops, and give these two institutions an opportunity of sharing work which they would no doubt be very glad to secure, and could efficiently perform. If the machinery has already been contracted for, this could no doubt be disposed of elsewhere, particularly in view of the great expansion of the railway enterprise now being carried out in the Far East. Further information as to the site of the Kowloon Station would also be of great interest. Sir Matthew Nathan proposed to make the station on the eastern side of the peninsula, and for that purpose spent a considerable sum in resuming the site. Later, we understand, it was considered best by the Government to place the station round the corner on the southern side, and for this purpose another large sum of money was spent in acquiring the necessary land. Now, however, it seems the station is to be on the site originally selected by Sir Matthew Nathan, thus fully justifying his decision. It appears to us that the ratepayers are entitled to know how much was paid for these various sites, to what use the Government intended putting the now abandoned site of the station and whether there is reasonable ground for believing that a proper return on the money thus invested can be secured.

Hon. Mr. OSBORNE.—Sir, the hon. member for the Chamber of Commerce has alluded to two matters, the typhoon refuge and the police, concerning which further comment may usefully be made. The Government, Sir, are to be congratulated upon having proceeded with the typhoon refuge in spite of the fears of those who first clamoured for construction, later, with faded memories of 1906, did their best to belittle and destroy the scheme. It is the earnest hope of those who are able to foresee the far-reaching benefits of this refuge that work may be pushed to completion within contract time, which I understand is 5 years. Nearly four have already been spent in arriving at its present stage, and more than once during that period, life and property have again been jeopardised. In these days of waning trade, the Colony can ill afford to neglect any measure, however slight, adversely affecting its magnificent harbour, the one and only asset we possess, the mainstay of our commercial existence; and so long as insecurity of life and property exists upon its waters, so long will the value of that asset be imperilled. Therefore, in the interests of the Colony's commerce and on behalf of those whose lives are spent abroad, please, as far as this important work is concerned, to keep the rate of the Law Courts and Post Office. The Government have it in their power to prevent a repetition of the scandal, may history record that those responsible rose to the occasion. The hon. member has alluded to the police. I am not prepared to endorse hostile criticism of that force, either in regard to its organization or to the zeal of its individual members, for considering the overwhelming difficulties with which they are surrounded; it is, I think, greatly to their credit they are able to accomplish what they do, but I agree with his remarks in so far that I know from personal experience and observation, I gather also from hearsay, that considerable undetected and un punished crime exists in our midst. A feeling of uneasiness pervades the community; it is thought professional bengalism is becoming bolder in its exploits and that highway robbery is on the increase. When in broad daylight the adult offender considers it unsafe to practice petty larceny in our streets, children of tender years are openly employed as substitutes; it is observed that chair, rickshaws, and truck coolies are worse than ever in their aggressive disregard of traffic regulations, not a large matter in itself, but one that indicates contempt for authority. The hon. member avows with diminutive craft, licensed ostensibly for innocent purposes; used in reality against foreign shipping. These, Sir, are generalities which I do not pretend to support by specific proof; to do so is impossible; but they are generalities shared by many persons, and as such perhaps the Government, before serious mischief arises, will take stock of its police arrangements and satisfy itself whether the force is sufficiently equipped to meet the Colony's needs. There is one other matter which the hon. member touched upon but lightly. That is the increased expenditure of the Sanitary Department, a matter of £25,000. The year 1910 is memorable as one that has been free—remarkably free—from epidemic disease, and one would naturally expect that instead of an increase there would be a decrease. The expenses incidental to a plague season are great, and they were not incurred this year. There cannot have been the same amount of work to do for the department, and it is therefore inexplicable why there should be an increase. Perhaps your Excellency would explain it? (Applause.)

Hon. Mr. W. Y. YEE.—I beg to say that I quite concur with what the two hon. members have just said regarding the police force, particularly the Chinese detective department, which requires energizing and more supervision, because there are so many crimes undetected and unreported to the police. The Director of Public Works—Sir, in rising to reply to the remarks which have fallen from the hon. members opposite on the subject of public works, I would venture to hope that this will be the last occasion on which our friends the Law Courts and Post Office come up for criticism at this Council. (Hear, hear.) In October, 1907, when discussing the estimates for the following year, I stated that I expected the Law Courts would be completed in 1910 and that the Post Office would reach completion in 1911. I have no reason to alter that statement as regards the Post Office, but I fear the Law Courts will not be completed by the end of this year. I hope, and I think I may safely predict, that both will be completed by the middle of next year. The hon. member opposite (Hon. Mr. Hewett) complains that the work on the Post Office has not been vigorously prosecuted, and he followed up his statement by saying that anyone who had to work or sleep in that vicinity had a very bad time of it. The statement appeared to me very contradictory.

Hon. Mr. HEWETT.—I have complained to the hon. member about this before.

The Director of Public Works—His complaint would indicate that the work had been prosecuted too vigorously for the comfort of the neighbourhood. As regards his remarks on the design of the building, the design, as I probably recollect, is one which was selected as the result of a competition in which architects, both here and in Shanghai and the Straits, were invited to enter. Three firms competed for the design, and the one that has been carried out is the selected design, which was considered the best. For the incongruities, to which he has referred, certainly the Public Works Depart-

ment is not responsible; in fact for none of the matters in connection with the Post Office. The design, Sir, is being carried out in its entirety. I am not aware that any substitution of one material for a less expensive material has been made for anything that was shown on the architect's drawings. As regards the estimate for the Law Courts, I would refer to the sessional paper No. 2 of 1908, when Mr. Ormsby reported to the Government in a despatch, forwarding a criticism by Messrs. Aston, Webb, and Ingersoll on the plan prepared by Mr. Cooper for new government offices, etc. In paragraph twelve of that report Mr. Ormsby stated: "In estimating the cost of the new courts and new post office, I have been guided by the cost per cubic foot and per square of floor of buildings already erected and being erected on the new Puyas. These are handsome buildings of first class workmanship, and I think their cost may be taken as giving a good idea of what the courts would cost. I learn the Civil buildings, including all fittings, etc., cost £170,000." Now, Sir, that was before designs were prepared, and I leave it to the common-sense of members of this Council to form their own conclusion as to whether the estimates for such buildings as the Law Courts could be satisfactorily based on a building such as the Hongkong Club or any neighbouring buildings. In the case of the Post Office estimate, the architect, in submitting the designs, were informed that they were to confine themselves to a sum of £500,000 as the total cost of the building. Messrs. Denison, Ram & Gibbs, who secured the competition, in the report accompanying their plans stated: "The general walling to be of Canton red bricks, with facings of Amey Tricks, the dressings, mouldings, etc., to be of plaster generally, but of stone where consistent with the question of cost. It is very desirable in a building of this character to dispense with external plaster surfaces where practicable, as they get shabby and dilapidated so quickly and call for such a heavy outlay for repainting and colour washing." And in concluding their report they stated with regard to the question of cost: "With regard to the question of cost it is believed that the buildings can be built as shown on the plans for the sum named, namely, £50,000, but the extent to which stone could be used and steel construction and the better classes of wood made use of would have to depend in great measure upon the local conditions of building prices at the time when tenders are invited." Then they give their estimates which are as follows: "Cost of foundation, including drainage, £12,000; superstructure and fittings, £353,000; lighting, heating and ventilation, £21,000; contingencies, £4,000; making a total of £500,000." You will observe that their estimates were such that they had a reserve of £4,000 to meet contingencies. They were asked shortly afterwards to submit an estimate for providing a fourth storey to the building. The original building intended contained three storeys only. The new storey was estimated at £75,000. As you are aware, the fourth storey has been added to the building, so that the original estimate has been raised to that extent. As a matter of fact the foundation, for which they estimated £122,000, cost £168,000, and when in April, 1905, they were requested, after they had prepared quantities for the superstructure, to send in an estimate, the amount of it was £647,950. That was exclusive of cost of foundation and basement, which, as I have already alluded to, cost £168,000. That brought the estimate up to £815,950. Since then there has been a proposal to add a tower to the structure, and naturally you cannot go on adding storeys and towers to a building without increasing your estimate. As regards the somewhat scathing remarks on that subject, I would suggest to the hon. member who represents the Chamber of Commerce that he might consult his friend on his right as to what his experience is in the matter of estimates. I think he would find that the Public Works Department is not alone where such excesses are incurred.

Hon. Mr. HEWETT.—Sir, I presume you are referring to government departments, not to any business?

The Director of Public Works—I allude to the friend on your right (Hon. Mr. Osborne). As regards the railings for Royal Square, Sir Frederick Langard has expressed a very strong desire that the space in front of the Club and the Law Courts should appear as far as it is possible to make it really open space. He criticised somewhat severely the existing railings in front of the bank, which had been spoken of in laudatory terms by the hon. member, because they had the effect of enclosing the place and making it appear as really not what it is, an open space. Another item to which the hon. member alluded was the Kowloon waterworks. There again the question of the estimate was referred to. Sir, the capacity of these works is somewhere about doubled since they were undertaken. The dam has been raised and a very much larger catch-water constructed, than was ever contemplated when the original estimate was fixed. I was pleased, Sir, to hear the remarks of congratulation that they do, but I agree with his remarks in so far that I know from personal experience and observation, I gather also from hearsay, that considerable undetected and un punished crime exists in our midst. A feeling of uneasiness pervades the community; it is thought professional bengalism is becoming bolder in its exploits and that highway robbery is on the increase. When in broad daylight the adult offender considers it unsafe to practice petty larceny in our streets, children of tender years are openly employed as substitutes; it is observed that chair, rickshaws, and truck coolies are worse than ever in their aggressive disregard of traffic regulations, not a large matter in itself, but one that indicates contempt for authority. The hon. member avows with diminutive craft, licensed ostensibly for innocent purposes; used in reality against foreign shipping. These, Sir, are generalities which I do not pretend to support by specific proof; to do so is impossible; but they are generalities shared by many persons, and as such perhaps the Government, before serious mischief arises, will take stock of its police arrangements and satisfy itself whether the force is sufficiently equipped to meet the Colony's needs.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only; and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only cash will be accepted.

P. O. Box, 35. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN of 1886, "E." 43rd HALF-YE RLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 30th September, 1910.

List of Drawn Bonds can be obtained on application to the undersigned.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.

Agents issuing the Loan.

N. J. STABE, Acting Chief Manager.

Hongkong, 30th September, 1910. [1129]

PUBLIC NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the Registered Office of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING CO., LTD. (in liquidation) has been This Day REMOVED from No. 64, Bonham Strand West to No. 62 and 63, CONNAUGHT ROAD WEST (First Floor).

Dated this 30th day of September 1910.

LAU CHU PAK, Official Liquidator.

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE SHIELD COMPETITION, 1910/11, will CLOSE to the Undersigned on MONDAY, 3rd October.

Entrance Fee \$10 each team.

A. E. ASGER,

Hon. Secretary and Treasurer.

Care of Arratoon V. Apar & Co.

Hongkong, 30th September, 1910. [1127]

HONGKONG FOOTBALL CLUB.

SIX-A-SIDE COMPETITION.

MEMBERS desirous of entering for this Competition should send in their Names to the Undersigned by 12 NOON, on MONDAY next, the 3rd October.

A. G. RAVENHILL,

Hon. Secretary.

Hongkong, 30th September, 1910. [1128]

THE Steamship

"ISCHIA."

Captain Belisio, will be despatched as above on WEDNESDAY, the 12th Oct., at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 30th September, 1910. [14]

WANTED.

IN SOLICITORS' OFFICE, GOOD SHORT-HAND TYPIST, intelligent and willing to learn, good opening to competent man.

Apply to

"LEGAL."

Care of "Daily Press" Office, Hongkong, 28th September, 1910. [1115]

NOTICE.

I HAVE This Day REMOVED to the HONGKONG HOTEL BUILDING, PEDDER STREET (near Clock Tower).

G. PRIEN,

Cigar and Tobacco Merchant.

Hongkong, 29th September, 1910. [1122]

CHURCH MISSIONARY SOCIETY.

BAXTER SCHOOLS.

THE ANNUAL SALE in aid of the above

will be held in the CITY HALL, On WEDNESDAY, 5th October, at 3 P.M.

Children's Garments and useful Textiles,

in great variety. Pictures, Frames, Boxes, etc.,

and many things suitable for Xmas Presents.

ADMISSION... 20 cents.

Hongkong, 29th September, 1910. [1123]

NOTICES OF FIRMS

NOTICE.

WE HAVE This Day admitted M. ARTHUR NILSSON as a Member of our Company.

OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 1st September, 1910. [1090]

NOTICE.

WE HAVE This Day been Appointed

SOLE AGENTS for the SWEDISH EAST

ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 1st September, 1910. [1091]

NOTICE.

WE HAVE This Day been Appointed

SOLE AGENTS for the SWEDISH

LLOYD'S CO.

OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 15th July, 1910. [1093]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEEN ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,

M. MANUK,
Acting Secretary
Hongkong, 23rd September, 1910. [1100]

CANTON INSURANCE OFFICE, LTD

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Offices of the undersigned on SATURDAY, the 15th October, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATTHESON & CO., LTD.,
General Agents.

Hongkong, 26th September, 1910. [1110]

INTIMATIONS

THE ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Offices of the UNION INSURANCE SOCIETY OF CANTON, Queen's Building, TO-DAY (FRIDAY), the 30th inst., at 9.15 P.M.

BUSINESS:

To receive the Report and Accounts for the year ending 31st August, 1910.

To elect Officers for the ensuing year.

And other General Business.

By Order,

S. P. WARREBROOK,
Hon. Secretary and Treasurer.
Hongkong, 23rd September, 1910. [1099]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1895 issue, \$100.00 each) was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption:

1 313 760 1130 1479
36 338 769 1158 1538
33 349 794 1168 1585
98 465 798 1206 1637
136 578 957* 1233 1694
155 582 952 1313 1740
156 603 1018 1340 1766
188 618 1023 1343 1784
191 630 1048 1361 1791
203 649 1064 1392 1803
222 675 1083 1403 1905
263 684 1096 1409 1943
237 739 1112 1448 2000

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on FRIDAY, the 30th September, 1910, in EXCHANGE for surrender of same.

By Order,

JAMES CRAIK,
Secretary.

Hongkong, 17th September, 1910. [1072]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

Certain Improvements and Additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 17th September, 1910. [1074]

SOCIETE DES PULPES ET PAPERIES DU TONKIN.

NOTICE.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Tea (\$10) HAIPHONG CURRENCY—Dollars in Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, or the BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION, at SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipt. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,

T. F. HOUGH,
Chairman.

Hongkong, 1st September, 1910. [1099]

NOTICE.

WE HAVE This Day been Appointed

AGENTS for the SWEDISH EAST

ASIATIC STEAMSHIP CO., LTD.

Göteborg, 1st September, 1910. [1091]

NOTICE.

WE HAVE This Day been Appointed

AGENTS for the SWEDISH

LLOYD'S CO.

Göteborg, 15th July, 1910. [1093]

NOTICE.

WE HAVE This Day been Appointed

AGENTS for the SWEDISH

OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 15th July, 1910. [1093]

NOTICE.

WE HAVE This Day been Appointed

AGENTS for the SWEDISH

OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 15th July, 1910. [1093]

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OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 15th July, 1910. [1093]

NOTICE.

WE HAVE This Day been Appointed

AGENTS for the SWEDISH

OLOF WIJK & CO. AGENCIES, LTD.

Göteborg, 15th July, 1910. [1093]

NOTICE.

WE HAVE This Day been Appointed

ENTERTAINMENT

THEATRE ROYAL.

FOR ONE WEEK ONLY.

The Incomparable

NICOLA

And the same Original Company that Mystified

New York 6 Months Chicago 3 Months
London Vienna BerlinTONS OF ELABORATE
Magical Apparatus
Special Scenic and
Electrical Effects
100 NEW ILLUSIONS
STARTLING FEATS
AND SENSATIONAL
SURPRISESPOSITIVELY THE GREATEST SENSATION
THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Cuff SENSATION
Nothing on earth has yet been found that can hold Nicola a prisonerGEORGE NADOLNY WHIPPLE & ADAMS
America's Greatest Eccentric Juggler Refined Singing and Dancing ArtistsMARGUERITE SUTTON DOBSKI
The Peerless Psychic MarvelTWO SOLID HOURS OF LAUGHABLE MYSTIFYING AND
EDUCATING ENTERTAINMENTCOMMENCING WEDNESDAY, OCTOBER 5TH, 1910.
Booking at ROBINSON PIANO CO.THE REGULAR ARMY UNDER
RADICAL GOVERNMENT.

II.—THE RESERVE.

[BY THE DUKE OF BEDFORD, K.G.]

The condition of the Regular Reserve is rapidly becoming critical. The Secretary of State for War himself admits the fact. This year, in introducing the Army Estimates, Mr. Haldane stated that "he was not satisfied with the future of the Regular Reserve," and he was anxious to draw the attention of Parliament to the matter in order that there should be no mistake. Two great Army problems demand simultaneous solution. One is the maintenance of a large Army Reserve, the other is the supply of the Indian drafts. Lord Midleton, the largest Army Reserve we have ever had by the plan of three years' Colour service; but that period of enlistment did not suit for the provision of the Indian drafts. Therefore it had to be abandoned. Mr. Arnold-Forster endeavoured to solve the double problem of maintaining the Regular Reserve and of supplying the Indian drafts by creating concurrent long and short service enlistment. The present Government on assuming office hastened to wipe out that plan without even giving it a trial. In short, they reverted to the same system, which had been proved by experience to furnish an insufficient Reserve in time of war, although it did meet the difficulty of the Indian drafts in time of peace. Now, after four years, they warn us that the problem of the Regular Reserve is unsolved, and that its future is critical, and there they are content to leave us. This warning of the Secretary of State for War as to the future critical condition of the Regular Reserve, the most important part of our Army, may come as news to the general public now; but that the result was inevitable was obviously foreseen by the Army Council in March, 1909, when they said that the reduction of ten Infantry battalions was tantamount to insanity.

DRYING UP THE SOURCES.

After the South Africa War the most urgent question was to refill the depleted Army Reserve. To accomplish this object the late Government in 1902 placed the whole Infantry of the Army on a three years basis of Colour service. Hence, in due course, a much more rapid transfer to the Reserve took place. We must remember that the late Government added 14 Line and two Guards battalions to the Infantry of the Regular Army. The present Government reduced eight battalions of the Line and one of the Guards, after those battalions had been in existence from seven to eight years. These nine battalions have been disbanded; but the men, passed through them to the Reserve, cannot be replaced as they become time-expired; because the cadres which created them are no longer in existence. In a few years the Reservists created by the disbanded battalions must disappear from the Regular Reserve, also the large number of Reservists due to the whole of the Infantry having been put on the three years basis of Colour service will pass out of the Reserve. The term of service now is seven years with the Colours and five in the Reserve. The establishment of every home battalion has been reduced from 800 to 720, which means that there will be a smaller Reserve-creating unit, and a bigger shortage of men with the Colours to be made up from the Reserve on mobilisation, an extra and immediate call on the Reserve amounting to upwards of 8,000 men due to the reduction of 80 men per battalion on the home and colonial list. Thus a special and large outflow from the Regular Reserve is soon due, and not only is there no special intake to balance it, but the normal intake in future must be less than it ever has been in the past.

The question is, what will be the state of the Army Reserve in 1913? At that date the last Reservists created by the three years basis of Colour service will have passed out of the Reserve; the Reservists created by the nine disbanded battalions will have become time-expired. At the same time the period of Colour service is seven years instead of three, and the Reserve-creating battalions stand at 720 instead of 800. Further, how do the Government in 1903 propose to mobilise the Infantry of the Expeditionary Force, when some 8,000 additional men are required on mobilisation to make up for the reduced battalion establishments, when the immaturity of the men with the Colours has been greatly increased by the enlistments of 17-year-old boys from the Special Reserve, and at a moment when all the Indian drafts have been sent abroad? All the factors I have just mentioned tend to deplete the Reserve by drying up the source of supply. They are all coming into operation and are cumulative in their action.

CONTRADICTORY RETURNS.

When the term of Colour service was increased, and the number of men serving in each battalion decreased, and nine Reserve-creating cadres destroyed, it was assumed as a matter of course that the numbers in the Reserve of the Regular Army would be diminished. The War Office at once produced arithmetical proof of the contrary. A Return was prepared and published showing a satisfactory increase in the Regular Infantry Reserve. It so happened that Mr. Arnold-Forster was able to supply a very convincing rejoinder. As Secretary of State for War he had caused a calculation to be made in order to ascertain if, by preserving the number of Reserve-creating cadres, but by reducing their establishment from 800 to 750, a sufficient Reserve would be created, and at the same time economy effected. Thus, there was in the War Office another Return drawn up not many months before, and purporting to be signed by the same authority in which the same problem was treated in quite those two Returns, which are published side by side in Mr. Arnold-Forster's last book on "Military Needs and Military Policy."

War Office Calculation War Office Calculation of Reserve produced by 156 Battalions. 148 Battalions. 1905. Establishment: 750. Establishment: 720. Sections A and Sections A and B. 40,622. B. 45,970. Section D. 15,023. Section D. 17,400. Total: 55,645. Total: 63,370.

The result of the Return produced by the War Office in March, 1907, is that the case of Infantry battalions alone, the product of the smaller number of units and the smaller establishment exceeds that of the larger number of units and larger establishment by 7,725 men. In other words, with a diminished number of cadres, a reduced establishment in each cadre, and a longer period of Colour service, the Reserve of the Regular Army will be increased. This is absurd, but it is the principle upon which the strength of the Army Reserve for 1913 is calculated. In dealing with the numbers of the Army Reserve, the Government have hitherto based their calculations on nominal and not on actual figures, that is, on establishment instead of strength. The value of a battalion as a Reserve-creating cadre is always reckoned at its full establishment when very likely it has been upwards of 100 men short of its proper establishment, and that for several years. The number of the Reserve depends in no way upon establishment, but solely upon strength. These being the facts, it is certain that the numbers of the Regular Reserve

in 1913, on which the Government calculates, must be greatly overestimated.

The high-water mark of the Regular Reserve, the outcome of Lord Midleton's policy, will be reached this year. It is 137,000 men; the low-water mark, 106,000, will be reached in 1913, when the reductions now in progress will be realised. The difference is 31,000 men. But there is also a wide difference between the value of the figure of 137,000, which is the actual strength of men presented by the Army Annual Return, and the value of the figure of 106,000, which is a hypothetical number calculated in the manner I have described.

ADMISSION OF INADEQUACY BY THE ARMY COUNCIL.

The result of reducing the Regular Army is that in 1913 the Regular Reserve will not be equal to the requirements of the Expeditionary Force. This I pointed out in December last and mentioned in the House of Lords in July of this year. The Under Secretary of State for War declined on the part of the Government to accept my statement. I then published the figures I had used in December, 1909. The Under Secretary of State replied, taking exception to the rate per cent. I had allowed for casualties in the Regular Reserve as excessive. I had allowed 15 per cent, but Lord Lucas considered 10 per cent sufficient. He also pointed out that I had allowed for the maximum number of 10,000 Regular Reservists allowed by regulations to live abroad, whereas there are at present 7,000 out of the country. It seems that with the shrinkage of the Regular Reserve this number is not to be exceeded. This shows that there was a considerable error of calculation in fixing 10,000 as a possible maximum number in the first instance. When Lord Lucas gave his assurance as to the adequacy of the Army Reserve in 1913 in the House of Lords he was under the impression that some 17,000 men of Section D of the Regular Reserve would be available in that year, not being then aware of the fact that all these men will become time-expired before 1913, and, therefore, do not enter into the calculation at all. The most important new departure on the part of the Army Council which appeared in the course of the correspondence between Lord Lucas and myself is that Section D of the Regular Reserve, which had been closed in July, 1908, was re-opened in January, 1910, for enlistment. By this action the Army Council acknowledge that Section A and B of the Regular Reserve will be inadequate, and it is a welcome indication of a reversal of their policy of reducing the Regular Reserve and substituting nobulous non-Regular forces.

UNTRAINED RESERVISTS.

It is necessary to explain what Section D of the Regular Reserve is, and why it differs in quality from the rest of the Army Reserve. Section D is composed of men who have completed their full term of both Colour and Reserve service. All their Army engagement is over, and they are asked to re-enlist for a further period of four years. Optional enlistment must always be uncertain. A man who has completed his 12 years of Colour service and Reserve service would gladly be quit of further Reserve obligations, with their many attendant drawbacks, if he could afford it. His only inducement to re-enlist for a further period of four years is the pay of sixpence a day. Those Reservists who have been failures in civil life after leaving the Colours are compelled by want and not by choice to re-enlist. Consequently they are not by any means the best class. Men cannot be less than thirty when they join Section D, and some may be forty-one years of age before completing their last year of service. Section D men were adversely reported upon by Lord Methuen and General Sir T. Kelly-Kenny for active service during the South African War. The drawback to Section D men is that they have been away from the Colours and have done no soldiering for eight, nine, or ten years. In the Report on the British Army for the year ending September 30, 1908, the following paragraph appears:

"The maximum age for a recruit for the Special Reserve has been fixed at thirty. This limit of age has caused considerable comment, and it has been pointed out that ex-soldiers are thereby debarred from enlisting into the Special Reserve on termination of their Army and Reserve service. The point, however, is overlooked that these Special Reservists are required in time of war to take their place as drafts for the Regular Army. An ex-soldier, on completion of his twelve years' service, cannot be less than thirty years of age, and may be considerably more, while if he has taken advantage of his opportunities and enlisted in Section D he must be at least thirty-four. To enlist such soldiers into the Special Reserve would mean that the drafts for the Regular Army in time of war would be liable to be composed to a considerable extent of men who would be less fitted to undergo the arduous work of a campaign."

At the present moment the men who are relied upon by the Army Council to form Section D are three-year men with the Colours. Consequently all those in the latter half of their enlistment into Section D will have been away from the Colours for twelve and thirteen years. Mr. Winston Churchill, in the House of Commons on March 5th, in praising the Army administration of his colleague thus referred to the system of three years of Colour service: "It is quite true that it produces and would have produced a very large Reserve; but that Reserve in its later term would have been of very untrained men, who had only been three years with the Colours, and who had been away six, seven, eight, and even nine years from the Colours, and those could not be satisfactory soldiers on whom to rely at a moment of need."

Now Mr. Haldane, as a result of his 1906 policy, is compelled to rely on men who have been away twelve and even thirteen years from the Colours for his Expeditionary Force in 1913. Section D of the Army Reserve is quite unsuited for the mounted branches of the Service. There are many duties which Section D men could usefully fulfil on mobilisation, and I would never advocate closing Section D. The one use, however, for which they are not fitted, owing to this long absence from the Colours, is immediate active service with the Expeditionary Force. Yet that is precisely the purpose for which the Army Council, owing to the policy they adopted in 1906, now find themselves compelled to employ them, because, without Section D men, the Under Secretary of State for War himself admits that the Regular Reserve must be numerically inadequate for the requirements of the Expeditionary Force in 1913.

It would be interesting to hear if Commanding Officers in the Regular Army would prefer to take their battalions and regiments abroad for instant active service with or without Section D men in the ranks. But this is just one of the points upon which their mouths are shut. The Army Council say: "You are to take your battalion or regiment on active service with Section D men in the ranks, because in our wisdom we have reduced Sections A and B of the Army Reserve till they are inadequate for the requirements of the Expeditionary Force. If your battalion or regiment are on active service, you and you alone are to blame, and if anything goes wrong there will be an end of your professional career." No member of the Army Council has ever recommended a regiment, and no member can possibly find himself going on service exposed to that responsibility which for the future the Council impose in their subordinate.—London Morning Post.

"HOW OL BE HAPPY
THOUGH MARRIED."

The writer of the clever book under this title has given good advice to husbands and wives, but it seems to us that he has overlooked one important fact. Some unhappiness may be caused when husband and wife do not "pull together," but most of the unhappiness in married life and out of it is caused by poor health.

The men and women who are not well and strong, are a source of misery to themselves and others. What makes a mother, for instance, more unhappy than to know that she is unable to do all for her children that a healthy mother can?

The best advice we can give a mother—or, indeed, everybody—is:—Keep your digestive organs in perfect working order. Then your food will nourish you and you will be sure to have good health, without which happiness is impossible.

If you have any trouble with your stomach or liver, you can easily and promptly remedy it by taking a short course of Mother Seigel's Syrup. This Syrup is the world over as the best stomach and liver tonic—the sure cure for pains after eating, wind in the stomach, that nasty taste in the mouth, loss of appetite, biliousness, headaches, constipation, anaemia, or low spirits. Mother Seigel's Syrup, the purdy herbal tonic, tones up and strengthens the stomach and regulates the action of the liver and bowels. Thus, it aids digestion, makes food nourish you, clears away the decayed products of undigested food, purifies the blood and ensures the full vigour and glow of health.

Mr. M. A. Murray, who resides at 41, Wyckham Street, Morriston, Swansea, on April 14th, 1910, said:—"I have suffered, on and off, from Indigestion nearly all my life, but about six years ago I became seriously ill. My health broke down altogether. I became constipated, had almost constant pain across my chest and between my shoulders, with frequent headaches, and more aching than all other symptoms—violent pains in the region of the heart."

"A well-known doctor told me my stomach and liver were badly out of order. He attended me, but after three years I was not a step nearer recovery. It was a neighbour who first advised me to give Mother Seigel's Syrup a trial, three years ago. The very first bottle did me a world of good, and I needed no persuasion to continue taking the medicine. Its effect was wonderful. I think I had about eight bottles of the Syrup, and by then my cure was complete. As the mother of a numerous family, it was a joy to me to be able once more to attend to my household duties, and for this blessing I must thank Mother Seigel's Syrup."

If you have stomach or liver trouble, in any form whatever, Mother Seigel's Syrup will cure you as quickly, completely and permanently as it has cured Mrs. Murray. Take it daily, after meals.

[67.13]

"NAPIER JOHNSTONES'
"SQUARE BOTTLE" WHISKY.

BEWARE OFIMITATIONS.

UNYARRED FOR
THE SAME TODAY AS IN 1785.
150 YEARS.

SOLE AGENTS IN HONGKONG,
LANE, CRAWFORD & CO.,
and from ALL WINN MERCHANTS.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COALFIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamer load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & CO., Agents. Hongkong, 12th August, 1909.

[931]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZU, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: M. ABADA, Esq. CHINKIANG: Messrs. GEEBING & CO. MANILA: Messrs. MACOMBEY & CO. For particulars apply to H. O. OISHI, Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

[574]

NOTICES TO CONSIGNERS

S.S. "OCEANIAN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNERS of cargo from London ex s.s. "Matson" and "Medoc" from Bordeaux ex s.s. "Ville de Lille" and "V. de Cotte" in connection with above steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at Godown risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optimal cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undesignated. Goods remaining unclaimed after the 3rd Oct., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Oct., or they will not be recognised.

All damaged packages will be examined on the 3rd Oct., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 26th September, 1910.

[2]

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained at the Goods are landed.

This vessel brings on cargo:—From London and Gothenburg, &c., ex s.s. "Malma" and "Scoota."

From Australia ex s.s. "Mora."

From Persian Gulf, ex E. I. S. N. and E. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th Oct., at 4 P.M., will be subject to rent.

STRAITS SETTLEMENTS STOCKS AND SHARES.
RUBBER COMPANIES.

SINGAPORE, September 15.

Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore Fraser & Co.'s Prices, August 17	Dividends	Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore Fraser & Co.'s Prices, August 17	Dividends
15/- paid	Alor-Pongsu ...	...	...	fy. paid	Malacca Ordinary ...	50.0	...
2/- fy.	Anglo-Johore ...	...	20%	10/-	Merlimau ...	7/-	...
17/6	Anglo-Malay ...	16.0	...	fy. "	Morton Syndicate ...	...	...
15/-	Bakap ...	...	...	fy. "	Mount Austin ...	...	...
15/-	Bantong ...	12.00	35%	10/-	Northborough Est. ...	...	...
15/-	Batu Caves ...	...	...	2/- fy.	North Hummock ...	...	10/- int. '09
15/-	Batu Kavan ...	...	...	fy. "	Padang Java ...	...	...
2/- 1/-	Batu Tiga ...	5.10.0	...	2/- fy.	Pandan Johore ...	...	...
15/-	Beranang Selangor ...	...	3%	10/-	Pataling ...	3.100	50/- '10
15/-	Berentia Parak ...	...	...	fy. "	Pelepal (Johore) ...	3.50	45/- '09
15/-	Do. Ordinary ...	...	...	10/-	Perak ...	...	10/- '09
15/-	Bidor ...	...	...	15/-	Penore Est. ...	...	10/- '09
15/-	Blands Selangor ...	...	...	17/6	Peyre ...	...	...
15/-	Bukit Choh ...	3.0.0	...	12/6	Ratanau ...	...	...
15/-	Bukit Kajang ...	2.10.0pm	...	15/-	Romant ...	10/- pm	...
15/-	Bukit Mortajam ...	15.10.0	150%	10/-	Rin ...	...	...
15/-	Bukit Rajah ...	6.0.0	...	21/- fy.	R. Est. of Krian ...	...	...
15/-	Bukit Selangors ...	...	...	15/-	R. of Johore ...	...	...
15/-	Castlefield ...	...	...	16/-	Sagg ...	15.15.0	15/- '09
15/-	Chaukant Salak R. and Tin ...	...	...	16/-	Sehend ...	7.10.0	75/- '10
15/-	Cheponee ...	4.6	...	17/6	Selangor ...	3.10.0	...
15/-	Chevist ...	...	...	17/6	Semah ...	...	...
15/-	Chota Rubber ...	...	...	17/6	Seremban ...	...	...
15/-	Cicely Ordinary ...	2.6.6	135%	10/-	Shelford ...	4.2.6	10/- '10
15/-	" Preferred ...	2.6.6	140%	10/-	Siginting (N. S.) ...	3.7.6	...
15/-	Strathmore R. ...	1.0.0	100%	10/-	Singapore Para ...	8.6	72/- '09
15/-	Concol. Minay ...	8.17.6	25%	10/-	Straits (Bertam) ...	...	...
15/-	Damunaris ...	...	...	17/6	Trust and Finance Companies.	...	...
15/-	Dominio su ...	15/-	10%	10/-	Anglo-Straits R. T. ...	...	...
15/-	Eath. Selangor ...	12.5%	10%	2/- fy.	Eastern Internat. Trust ...	...	...
15/-	Fed. Selangor ...	12.5%	10%	10/-	Mid-East Invest ...	...	...
15/-	Gna Kee R. Est. ...	...	...	10/-	Rubber Plants. Inv. Trust ...	20%	10/-
15/-	Garing Minaccia ...	6.2.6	25%	10/-	R. Share Trust ...	...	...
15/-	Golonda ...	3.0.0	100%	10/-	Strait. M. & Trust ...	...	...
15/-	Golden Hope ...	...	...	15/-	India, Ceylon, Borneo, Java and Sumatra.	...	...
15/-	Guku-Kulampong ...	0.2.6	10%	10/-	Anglo-Java ...	...	...
15/-	H. and Lowlands ...	16.0.0	50%	10/-	Asahan (Sumatra) ...	...	...
15/-	Inch Kenneth ...	...	...	15/-	Banggawan R. ...	...	...
15/-	Johore Par ...	...	...	15/-	Beaufort ...	...	...
15/-	Johore R. Lands ...	...	...	15/-	Central Sumatra ...	...	...
15/-	Jong-Landor ...	...	...	15/-	Indian Peninsula ...	...	...
15/-	Jugra (Ordinary) ...	...	...	15/-	Java Amalgam ...	...	...
15/-	Juru Estates ...	...	...	15/-	Kimanis ...	...	...
15/-	Kpong Kuantan ...	...	...	15/-	Langkow ...	...	...
15/-	Kunting "A" ...	...	...	15/-	Manchester ...	...	...
15/-	Do. "B" ...	...	...	15/-	Nirmala (Java) ...	...	...
15/-	Kapar Para ...	10.10.0	10%	10/-	Pontianak ...	...	...
15/-	Kellas ...	...	...	10/-	Sumatras Pore ...	12/-	10/-
15/-	Keponee ...	...	...	10/-	United Sordam ...	8.150	5/- 10/-
15/-	Killinghall ...	...	...	10/-	Utd. Sumatra ...	12/-	...
15/-	Kinta Kellas ...	4.5.0	...	10/-	...	...	...
15/-	Kita Kellas ...	...	...	10/-	...	...	...
15/-	Kota Tinggi ...	3.	...	10/-	...	...	...
15/-	Kota Tampan ...	...	...	10/-	...	...	...
15/-	Krubong ...	...	...	10/-	...	...	...
15/-	Kuala Klang ...	9.10.0	30%	int. '09	...	...	...
15/-	Kuala Lumpur ...	...	...	10/-	...	...	...
15/-	Kuala Pah ...	...	...	10/-	...	...	...
15/-	Kuala Selangor ...	...	...	10/-	...	...	...
15/-	Kulam ...	17/6	25%	10/-	...	...	...
15/-	Labu ...	8.12.6	27%	10/-	...	...	...
15/-	Landron ...	...	...	10/-	...	...	...
15/-	Ledbury ...	4.17.6	17%	10/-	...	...	...
15/-	Lendu ...	...	...	10/-	...	...	...
15/-	Lingga ...	2.17.6	50%	10/-	...	...	...
15/-	Lendu ...	13/6	...	10/-	...	...	...
15/-	Lumut Est. ...	27/6	...	10/-	...	...	...
15/-	Maddingay Est. ...	...	...	10/-	...	...	...
15/-	Malacca 1/2 Cun. Participating Pref ...	8.0.0	10	10/-	United Sordam ...	8.150	5/- 10/-
15/-	...	...	2/- fy.	...	...	...	...

SHIPPING IN PORT.

STEAMERS.

BUJUN MARU, Japanese str., 1,300, Y. Fuzeso, 11th Sept., General—Oshio Shosan Kaisha.

CATHERINE APCE, British str., 1,730, G. F. Hudson, 25th Sept.—Colcutta, Penang and Singapore 19th Sept., General—David Sasseon & Co.

CHANGSHA, British str., 1,463, Edw. Finlayson, 27th Sept.—Australia via Philippines 24th Aug., General—Butterfield & Swire.

CHIANGH, British str., 1,199, F. Mooday, 25th Sept.—Tientsin 18th, Chefoo 19th and Weihaiwei 20th September, General—Jardine, Matheson & Co.

COWRIES, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.

DAGNY, Norwegian str., 883, Solvesen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Asgaard, Thoresen & Co.

DALYN MARU, Jap. str., 899, Y. Kuburaki, 29th Sept.—Swatow 27th Sept., General—Osaka Shosan Kaisha.

DEWENT, British str., 1,574, Jenkins, 24th Sept.—Siagon 20th September, Rice and General—Man Fat & Co.

GLENCOE, British str., 2,399, W. H. Paddle, 26th Sept.—Singapore 23rd Sept., General—Sung Tai Hong.

HAITAN, British str., 1,185, J. W. Evans, 28th Sept.—Siagon 27th Sept., General—Douglas, Lamark & Co.

INVERNE, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.

KALIFU MARU, Japanese str., 1,903, P. Sada, 24th Sept.—Moj 19th September, Coal—Mitsui Bishi Goshi Kaisha.

KAGA MARU, Japanese str., 3,905, Kitano, 23rd Sept.—Wakamatsu 17th Sept., Coal—Mitsui Bishi Goshi Kaisha.

KELVIN, British str., 1,020, H. Olden, 25th Sept.—Bangkok 15th Sept., Rice and Wood—Butterfield & Swire.

KING PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.

KORAT, German str., 1,223, H. Olden, 25th Sept.—Bangkok and Kohsichang 17th Sept., General—Butterfield & Swire.

KOREA, American str., 5,651, B. Sandberg, 24th September—San Francisco 23rd August, General—P. M. S. S. Co.

KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sung & Co.

LENNOX, British str., 2,351, D. Reid, 1st Sept.—Keeling 30th Aug., General—Dowdell & Co.

LINAK, British str., 1,520, Meathil, 26th Sept.—Shanghai 23rd Sept., General—Butterfield & Swire.

LOONGKANG, British str., 1,092, F. Wheeler, 27th Sept.—Manila 23rd Sept., General—Jardine, Matheson & Co.

LOOSOK, German str., 1,020, G. Schulz, 27th Sept.—Kohsichang 20th Sept., Rice and Tea—Butterfield & Swire.

MARIE, German str., 1,169, Christiansean, 26th Sept.—Manila 23rd September, Ballast—Jardine, Matheson & Co.

MEIPO, Chinese str., 1,339, T. Froberg, 26th Sept.—Shanghai 23rd Sept., General—C. M. B. N. Co.

NO. 3 KEXIN, Japanese str., 3,778, T. Takai, 17th Sept.—Moj 11th Sept., Coal—Order.

ONSANG, British str., 1,737, A. J. Buller, 25th Sept.—Hongkong 22nd Sept., Coal—Jardine, Matheson & Co.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. W. Adams

Mr. C. A. Anderson

Mr. J. L. A. Drew

Mr. J. H. Fochouse

Mr. & Mrs. C. E. Brown

Mr. & Mrs. M. S. Bucking

Mr. B. W. Caldwell

Mr. F. A. Laxton

Miss M. C. Clough

Mr. H. E. Cobys

Mr. S. J. Diney K. Cohen

Mr. & Mrs. J. J. Connell

Mr. & Mrs. G. E. Dale

Mr. J. H. Dorian

Mr. & Mrs. H. C. Ebbesen

Mr. & Mrs. A. E. Edwards

Mr. & Mrs. E. E. Evans

SHIPPING.

ARRIVALS.

BOMBAY MARU, Japanese str., 2,345, Teranaka, 29th Sept.—Singapore 23rd Sept., General Nippon Yusen Kaisha.
CHIPPING, British str., 29th Sept.—Canton.
EMPEROR OF JAPAN, British str., 3,039, H. Pyrus, E.M.B., 29th September—Vancouver 7th Sept., Mails and General C. P. R. Co.
HIKOKA MARU, Japanese str., 2,302, Yamashita, 29th Sept.—Mike 23rd Sept., Coal—Mitai Bisan Kaisha.
HUDSON, British str., 2,376, Fenton, 29th Sept.—New York 1st Aug. and Singapore 21st Sept., Case Oil—Standard Oil Co.
VLADIMIR, Russian str., 3,197, T. Shalak, 29th Sept.—Vladivostok and Shanghai, 25th Sept., General Matchers & Co.
WOSANG, British str., 29th Sept.—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE 29th September.
Chipping, British str., for Swatow.
Hudson, British str., for Swatow.
Tango Maru, Japanese str., for Kobe.
Vladimir, Russian str., for Singapore.
Wosang, British str., for Shanghai.
Yatow Maru, Japanese str., for Australia.

DEPARTURES.

ALBANY, American cruiser, for Manila.
ASAYE, British str., for Shanghai.
BENALDER, British str., for Nagasaki.
CHENAN, British str., for Shanghai.
KOHRSKANG, German str., for Hohow.
LANDAU SCHIFF, German str., for Bangkok.
LYNAN, British str., for Canton.
NANSHAN, American transport, for Manila.
NEW ORLEANS, American cruiser, for Manila.
NEW YORK, American cruiser, for Manila.
POMPEY, American collier, for Manila.
PROMETHEUS, Norwegian str., for Salagon.
SHANSI, British str., for Pakhoi.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China str. *Kutang* from Calcutta and the Straits left Singapore for this port on the 24th inst.
The Indo-China str. *Kumsang* left Calcutta for the Straits and Hongkong on 21st instant, and is due here about the 7th prox.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on route to Hongkong on the 25th inst., and is due here on the 4th prox.

The P.M. str. *Silvia* left San Francisco on the 13th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 10th prox.

The P.M. str. *China* left San Francisco on the 20th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox.

The P.M. str. *Manchuria* sailed from San Francisco on the 27th instant for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 28th prox.

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 24th instant p.m., and may be expected here on or about the 5th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldeimar* left Sydney on the 24th instant, at 11 a.m., and may be expected here on or about the 16th prox.

The E. & A. str. *Empire* left Sydney on the 28th inst. for this port, via Queensland Ports, Timor and Manila, and is due here on 21st prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Montague* left Vancouver for Hongkong via usual ports of call on the 20th instant p.m.

MERCHANT STEAMERS.

The Mogul Line str. *Sik* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The Barber Line str. *Suraya* sailed from New York on the 21st instant for Hongkong, via the Straits.

The T.K.K. str. *Buyo Maru*, from South America port arrived at Yokohama, and left for this port via Kobe and Moji on the 25th instant.

The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 23rd instant, and is expected here on the 2nd prox.

The P. & O. S. N. Co.'s str. *Peshawar* left Singapore for this port on the 23rd inst., at 6 a.m., and is due here on the 3rd prox., at about 8 a.m.

The H.-A. Line str. *Ambria* left Tsingtao via Foochow on the 28th inst. a.m., and may be expected here on or about the 4th prox.

The H.-A. Line str. *Armenia* left Singapore on the 28th inst. a.m., and may be expected here on or about the 4th prox. p.m.

The P. & A. str. *Setia* is due to arrive at this port on the 14th prox.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 17th instant, and is expected here on or about the 25th prox.

Cutler, Palmer & Co.'s



SHIPPERS
AGENTS
SIEMSSSEN & CO.,
HONGKONG.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a regular schedule service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER

SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong. From Quebec.
"EMPEROR OF JAPAN" Sat., 8th Oct. "EMPEROR OF IRELAND" Fri., 4th Nov.
"EMPEROR OF CHINA" Sat., 29th Oct. "ALLAN LINE" Friday, 25th Nov.
"MONTEAGLE" Tuesday, 8th Nov.

From St. John, N.B.
"EMPEROR OF INDIA" Sat., 19th Nov. "EMPEROR OF BRITAIN" Fri., 16th Dec.
"EMPEROR OF JAPAN" Sat., 17th Dec. "ALLEN LINE" Friday, 13th Jan.
"EMPEROR OF CHINA" Sat., 14th Jan. "ALLAN LINE" Friday, 10th Feb.

"Empress" Steamships leave HONGKONG at 6 P.M.
"Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Pacific "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPEROR" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers £43 " 245.

First Class rate to London includes cost of Meals and Berths in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

H.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.
HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Connecting Steamer from COLOMBO to MARBLES & LONDON	Due (Brindisi 2 days earlier)	To PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	SATURDAY
DELHI	8000	February 4	MANTUA	March 4
ACADIA	7000	February 18	MALWA	March 18
ASSAYE	7500	March 4	MACEDONIA	April 1
MARMORA	10300	March 18	(Through Steamer) (calling at BOMBAY)	April 15
DEVANHA	8000	April 1	MOLDAVIA	April 29
DELHI	8000	April 15	MONGOLIA	May 13
ASSAYE	7500	April 29	MOREA	May 27
DELTA	8000	May 13	MOOLTAN	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £20.14 RETURN.
2nd SALOON £24.82 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS

STEAMERS	Leave HONGKONG	Due LONDON
SUNDA	Tonnage about	about
NUBIA	4700	January 25
SYRIA	5900	February 8
NORE	6660	March 8
PALAWAN	6700	March 22
BORNEO	4703	April 5
SICILIA	4600	April 19
SUMATRA	6700	May 3
NILE	4600	May 31
	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

FARES TO LONDON (Including Surtax):

1st SALOON £56.00 SINGLE. £22.10 RETURN.

2nd SALOON £38.10 " 57.4

Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT.

1002]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.
& SEATTLE

VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About
KUMERIC	6,232	G. B. McGill	20th October.
AMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keeling if sufficient Indemnity offered.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.

Queen's BUILDINGS.

Hongkong, 9th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI

MM. STEAMERS TO SAIL.

SHANGHAI, KOBE & DUMBEA.

Capt. Rebustat

On 10th Oct., P.M.

MARSEILLES VIA PORTS "YARRA"

Capt. Ristorcelli

1 P.M.

SHANGHAI, KOBE & TONKIN

Capt. Charbonel

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

PORT	STEAMERS	TO SAIL	REMARKS.
LONDON, VIA USTAL PORTS	DELHI (Capt. G. W. Gordon, R.N.S.)	Noon, 1st Oct.	See Special Advertisement.
LONDON and ANTWERP	SYHLA (Capt. D. C. Gregor, R.N.S.)	About 5th Oct.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	ANG. COLOMBO, PORT SAID AND MARSEILLES	Oct.	Passage.
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	BORNEO (Capt. W. H. S. Hall)	About 6th Oct.	Freight and Passage.
TAKAO, SHANGHAI, PUKOW, HANKOW, PESHWAR, NAGASAKI, MOJI, KOBE and YOKOHAMA	HANKOW (Capt. C. E. Lockhart, R.N.S.)	About 3rd Oct.	Freight only.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 30th September, 1910

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.			
DESTINATIONS.			
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takeda, 7,000	WED'DAY, 12th Oct., at Daylight.	
YOKOYAMA	HIRANO MARU Capt. H. Fraser, 9,000	WED'DAY, 26th Oct., at Daylight.	
SHANGHAI	TANGO MARU Capt. A. Christiaansen, 8,000	WED'DAY, 9th Nov., at Daylight.	

VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Naga, 7,000	SATURDAY, 8th Oct., from KORE.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOYAMA, and YOKOYAMA	INABA MARU Capt. K. Kawara, 7,000	TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	STAMBA MARU Capt. K. Sato, 7,000	TUESDAY, 8th Nov., at Noon.
NIKKO MARU Capt. T. Sekine, 5,000	YAWATA MARU Capt. T. Sekine, 5,000	FRIDAY, 30th Sept., at Noon.
KUMANO MARU Capt. M. Winckler, 6,000	NIKKO MARU Capt. M. Yagi, 6,000	FRIDAY, 28th Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mockler, 7,000	WED'DAY, 26th Oct., at Noon.

= Calling at Saigon. * Cargo only. * Carries Deck Passengers.

Fitted with New System of Wireless Telegraphy.

* SUBJECT TO ALTERATION.

RODI & WIENENBERGER, PFORZHEIM I/B.

MANUFACTURERS OF

GENUINE ROLLED GOLD JEWELRIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-4

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The Delhi, with the Siberian mail, is due to arrive at Hongkong to-day.

FOR	PER	DATE.
Swatow, Amoy and Foochow	Hainan	Friday, 30th, 9.00 A.M.
Manila, Thursday	Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Friday, 30th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chingshing	Friday, 30th, 11.00 A.M.
Swatow and Shanghai	Wosang	Friday, 30th, 11.00 A.M.
Macao	Wongkai	Friday, 30th, 11.00 A.M.
Manila	Sui Tai	Friday, 30th, 1.15 P.M.
Manila, Zambanga, Port Darwin, Thursday	Loonqang	Friday, 30th, 3.00 P.M.
Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Changsha	Friday, 30th, 3.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOAKA, SHIMIDZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Heihow and Haiphong
Manila
Europe, &c., India via Tictioria
(Late Letters 11.00 to Noon Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed to-day, at 5 p.m.
Batavia, Cheribon, Samarang and Sourabaya
Macao

Shanghai
SIBERIAN MAIL TO EUROPE

Swatow
Swatow, Amoy and Tamsui
Singapore, Penang and Calcutta
Shanghai, Kow and Moji
Manila
M. K. K. K. Yokohama, Victoria and Tacoma
Swatow

Europe, &c., INDIA VIA TICTIORIA
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Tsingtau, Chefoo and Newchwang
Iloilo and Cebu
Chefoo and Tientsin
Swatow, Amoy and Foochow
Manila
Manila, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

SHANGHAI, NAGASAKI, KORE, YOKOHAMA
VICTORIA & VANCUVER (B.C.)
SIBERIAN MAIL TO EUROPE

MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).
Mails for CANTON, WUCHOW and SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.
A mail for MACAO despatched per s.s. Sui An on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 8 a.m.
Mails for NANTAU, and SUADU, are closed every week-day at 6 p.m.
Mails for KONGMOON, and KUMCHUK, are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.
A mail for Long Island (Cheung Chow) will be despatched per steam launch Hoi Yueh daily at 2.30 p.m.

THE "PETTER" PATENT. "HANDY-MAN" OIL ENGINES.

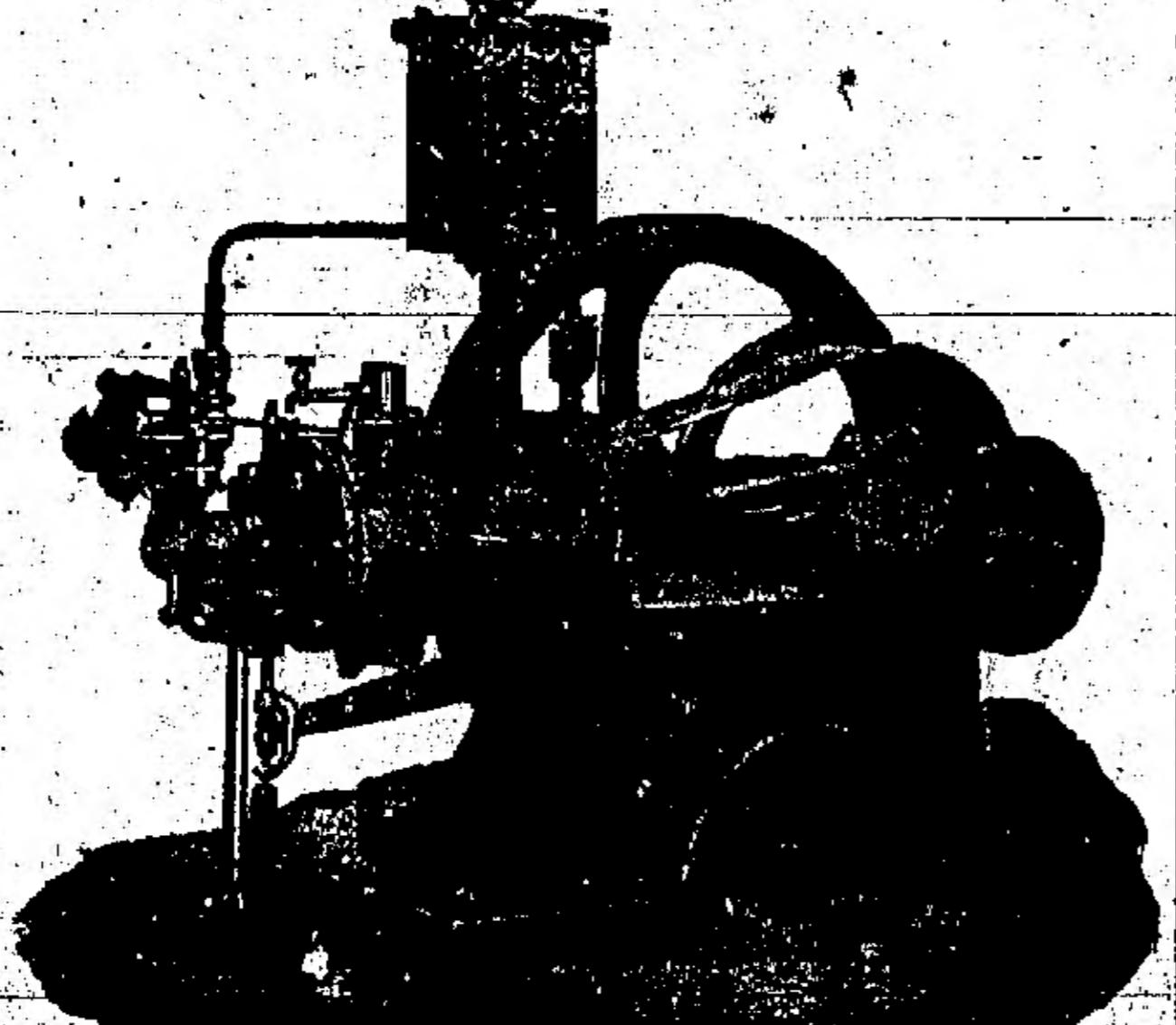
The simplest, safest and
most economical

Oil Engine for driving

DAIRY MACHINERY,
CHAFF CUTTING,
GRINDING, SAWING,
PUMPING, and all
kinds of Farm Work.

Starts in five minutes
from cold.

No Lamp or external
flame after starting.



SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS.
14, DES VŒUX ROAD CENTRAL, HONGKONG.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

September 29th.

ON LONDON:	Telegraphic Transfer	19/4
	Bank Bills, on demand	19/4
	Bank Bills, at 30 days' sight	19/4
	Bank Bills, at 4 months' sight	19/4
	Credits, at 4 months' sight	19/4
	Documentary Bills, 4 months' sight	19/4
ON PARIS:	Bank Bills, on demand	22/2
	Credits, at 4 months' sight	23/2
ON GERMANY:	On demand	185
ON NEW YORK:	Bank Bills, on demand	44
	Credits, at 60 days' sight	45
ON BOMBAY:	Telegraphic Transfer	135
	Bank, on demand	135
ON CALCUTTA:	Telegraphic Transfer	135
	Bank, on demand	135
ON SHANGHAI:	Bank, at sight	73
	Private, 30 days' sight	74
ON YOKOHAMA:	On demand	88
ON MANILA:	On demand	88
ON SINGAPORE:	On demand	78
ON BATAVIA:	On demand	16/4
ON HAIPHONG:	On demand	1 1/2
ON SAIGON:	On demand	1 1/2
ON BANGKOK:	On demand	55
Sovereigns, Bank's Buying Rate	... 811.05	
GOLD LEAF:	100 fine per teel	55.80
BAR SILVER, per oz.	243	

SUBSIDARY COINS.

per cent

Chinese 20 cents pieces 34.58 discount

Chinese 10 5.58

Hongkong 20 4.32

Hongkong 10 5.52